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Highway and Bridge Construction Schedule 2002-2006 RSMo 21.795.2.(3)

Highways and bridges allow people freedom to travel for pleasure or business throughout Missouri or across the nation. People benefit every day from opportunities made possible by the highway network. New highway and bridge construction and improvements to existing structures are essential to enable the 32,000-mile state highway system to meet increasing demand.

This construction schedule shows work that will be done by the Missouri Department of Transportation (MoDOT) to keep Missouri moving. The schedule presents basic information about highway and bridge construction in a way that is easy to follow and understand. If you want to discuss the information or have questions please call the Missouri Department of Transportation District office. Please refer to page 10 of this section for telephone numbers.

Highway and Bridge Improvements

Highway and bridge improvements that best serve Missouri motorists will be under construction or completed during the next five years. These projects are system expansion improvements and regional improvements Missourians have said are most important to them, plus work that is vital to rehabilitating and reconstructing the transportation system.

Criteria for Prioritization of Projects RSMo 21.795.2.(2)

Projects identified in this section are for state fiscal years 2002 – 2006. These projects were prioritized using the processes described below.

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Rural System Expansion Project Selection Process

Factors

MoDOT developed a process three years ago to identify high priority rural corridors and needed capacity improvements to those corridors. The first step in this process was to identify the corridors to be studied. MoDOT staff determined the priority corridors to be those identified on the 1992 Plan and Prop A. Also, these routes largely represent Missouri's portion of the National Highway System (NHS).

To determine which corridors should receive the most immediate attention, several factors were considered. Work remaining from Prop A and the 1992 Plan was determined and represented on a map of the corridors in the study. The study also reviewed gaps remaining between four-laning projects.

The study then looked at six factors to prioritize each segment of the corridor system. Each of the six factors is briefly described below.

Pavement Condition Rating

Pavement condition information was provided through the Transportation Management System (TMS). TMS used software to calculate the condition of the pavement for each segment of the corridors. The following criteria were used to determine the pavement condition: roughness index, condition of the pavement by type, and remaining life of the pavement. Roughness is determined using a laser profilometer giving roughness in terms of the International Roughness Index (IRI). The condition is determined from a visual inspection of the roadway from video tapes collected as part of the routine pavement inspection process. The combination of roughness and condition form a 40 point rating scale used to measure the overall condition of a roadway. In addition to the current physical condition, an estimated remaining life factor is considered. The rate of deterioration is determined and preference given to pavement that are declining at a faster than normal rate.

Congestion Index Rating

The Congestion Index currently includes two components: Level of Service (how congested the roadway is) and the Daily Usage Rating (the number of cars per lane). Level of Service is a nationally accepted measure of congestion that is based on traffic volumes and roadway geometrics such as lane width, shoulder width, the type of terrain and the percent of truck traffic. It is generally based on the peak period of travel during the day. The Daily usage factor evaluates the average usage of the facility compared to the theoretical

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maximum over the course of the entire day. The two ratings were then combined into one index rating. Future components of this factor may also include Travel Time (or travel rate) and Intersection Daily Usage (the total number of entering cars divided by the number of lanes).

Safety Index Rating

The Safety Index combines four weighted factors. The Accident Factor compares the total accident rate for the corridor segment to the total average accident rate for similar segments of roadway (e.g. freeway, two lane, etc.). The Severity Factor measures the impact of accidents with injuries and/or fatalities. The High Accident Factor assigns a value should the segment appear on MoDOT's annual high accident listing. The Wet/Dry Factor assigns a value should the segment appear on MoDOT's annual wet/dry accident listing. All these factors are given scores based on the actual safety history of the location in question. Weighting factors are applied with the Severity Factor given the most weight. The components and weighting factors are combined to form a Safety Index by the following equation:

$$\text{Safety Index} = .1(\text{Accident Factor}) + .6 (\text{Severity Factor}) + .15 (\text{High Accident Factor}) + .15 (\text{Wet/Dry Factor})$$

System Usage

Annual Average Daily Traffic (AADT) measures the system usage for both primary and interstate systems. AADT is often referred to as ADT (average daily traffic). ADT is the number of vehicles that pass a particular point on a roadway during a period of 24 consecutive hours averaged over a period of 365 days. The ADT is also referred to as the traffic volume of the roadway.

Since it is not feasible to make continuous counts along every portion of a highway section, the raw vehicle counts are submitted to a statistical sampling procedure. Generally, counts are not performed during the weekends. The ADT gives a very general description of a roadway's usage.

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Transportation Management Systems provided the Annual ADT numbers for each of the 428 segments in the corridors. The ADT volumes for each segment were arranged from greatest to least. The top 20% of the ADT volumes would receive a score of "1". That is, of all the corridor segments, the busiest 20% received an ADT score of "1". The next busiest 20% received a "2", and so on. The actual numbers are:

<u>ADT (vehicles per day)</u>	<u>Rating</u>
>19539	1
12168-19539	2
8364-12167	3
5396-8363	4
<5396	5

Connectivity Rating

The Connectivity Rating evaluates the relative significance of the corridor to the state. Interstates and other nationally significant corridors that connect metropolitan areas having a population of at least 50,000 are assigned a value of "1." A value of "2" is assigned to corridors connecting major metropolitan areas located in states adjacent to Missouri. Roads of statewide significance receive a rating of "3." Regionally significant routes receive a rating of "4", and all others are rated a "5."

Accessibility

The accessibility factor measures progress toward the 1992 Plan's goal. A corridor segment associated with a city receives a high priority (that is, a low score) if no or few destinations can be reached from the city via a 4-lane expressway.

The factor asks, "Do 4-lane expressways connect Missouri's cities with other Missouri cities or out-of-state metropolitan areas within 200 miles of Missouri?" The Missouri cities must have a population of at least 5000, and the out-of-state metropolitan areas must have at least 150,000. The question would be considered to be answered with a "yes" if an existing or programmed 4-lane or larger expressway provides a route no longer than 10% longer than the shortest existing route to the Missouri destination. The expressway also needs to pass within five miles of the city center. If the destination is outside of our state, the answer would be "yes" if an expressway exists or is programmed so that the Missouri traveler can be headed directly toward their destination as the traveler leaves Missouri.

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Two Accessibility Ratings components are produced, one for how Missouri cities interconnect, and one for how they connect with out-of-state cities. The Missouri cities and metropolitan areas were listed on a chart to determine how Missouri's cities interconnect with themselves. Forty-four cities comprise the list. Metropolitan cities and their suburbs were counted as one destination. The "yes" ratings were summed for each Missouri city. Fourteen out-of-state metropolitan areas were also charted to determine how accessible they are via expressway to Missouri cities.

The in-state and out-of-state components for each of the Missouri cities were added and then applied to a range of one to five. A low rating received a higher priority because it indicated that few destinations can be reached from that city utilizing a 4-lane expressway.

Rural Rehabilitation and Reconstruction Project and Rural Regional Project Selection Process

Partnerships

Local input is important in statewide transportation planning. The Missouri Department of Transportation (MoDOT), the regional planning organizations (RPO), the Springfield MPO, Columbia MPO, St Joseph MPO and Joplin MPO, city officials, and county officials formed partnerships to gather and evaluate local input on transportation needs. These are regional partnerships. This allows the group members with common interests and goals, to tailor their level of participation as they desire. Their roles can then evolve as participants gain more experience in transportation planning.

Public Comments

Although the members' roles and the specific processes may differ from group to group, some common themes exist among them. Public comments concerning transportation needs are gathered from many sources including county-wide public meetings, calls to MoDOT's customer service center, public surveys, and comments received by local officials from their constituents. The local officials, generally in conjunction with the RPO and MPO, use these comments in their process for identifying and prioritizing transportation needs in the region. Each RPO and MPO will develop a prioritized list of needs for MoDOT's consideration in programming.

Evaluation

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MoDOT continuously evaluates the condition of Missouri's roads and bridges. State bridge inspectors evaluate the structural integrity of each bridge component. Interstate and primary system roads are evaluated every year, along with approximately one-third of the secondary system roads. During the pavement evaluation, physical factors such as rut depth, roughness, cracking, and joint integrity are reviewed. The road and bridge inspection data for the entire system is analyzed to provide indices for pavement and bridges. These indices are passed along to the district offices for their use in programming.

Each district uses a combination of factors to determine what would be the best expenditure of funds in a particular year. These factors may include public comment and priority, time necessary to produce plans, and estimated cost, as well as safety factors, traffic information, condition ratings, construction scheduling and sequencing, duration of the construction, coordination with other construction projects (both MoDOT's and others), economic development, and the availability of outside funding sources. The combination of these factors, and more, are evaluated and reviewed by district staff who then make draft programming recommendations. Some districts then meet with the RPO and MPO and local officials individually, or in a joint session, to discuss and finalize the program contents. District staff reviews any requested changes resulting from this meeting. The program is then submitted to general headquarters for approval by MHTC.

District Responsibility

The public input MoDOT receives is valuable. However, the final determination of which projects to submit for programming remains the responsibility of the MoDOT District Office staff. Using the local input process ensures that MoDOT remains aware of customer concerns, rather than focusing entirely on internally generated information for use in the programming effort.

Transportation Management Area Selection Process

Kansas City Area

The Mid-America Regional Council (MARC) sends notices to the state and local officials to request project status updates and to solicit new projects for their Transportation Improvement Program (TIP). During this process, MARC receives information about changes to a project's scope, estimated cost, schedule, etc. In addition, new projects are submitted for the last year of the TIP.

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For those projects which the sponsor is seeking federal funding, MARC staff evaluates the candidate projects using approved criteria. The results are presented to MARC's Missouri Highway Priorities Committee. This committee uses the scoring system as one tool in their decision making process to prioritize projects for federal funding.

In order for projects to be eligible for federal funding, the project must be consistent with MARC's Long Range Transportation Plan (LRTP) and located on a federally classified road.

The TIP must conform to the air quality requirements and must be made available to the public for their review and comments. After consideration of any public comments, the TIP receives final approval from the MARC Board of Directors.

In the evaluation process, a project is prioritized using thirteen factors. A maximum score of 100 is possible. The factors that contribute 10 points each to the total score are the Estimated V/C (Volume/Capacity) Ratio (without the improvement), the Projected Traffic Volumes, the Extent to which Existing Level of Service is Improved, the Extent to which Future Level of Service is Improved, the Anticipated Improvements in Safety, whether the Project is Located Within or Parallel to a Corridor Identified as Being Deficient, and the Extent the Project Reduces Identified Deficiencies. The factors that contribute 5 points each to the total score are the Existing Level of Service (V/C Ratio), the Existing Accident Rate, the Number of Accidents per Year, the Number of Motorists Using the Facility, the Extent the Project has Positive Economic Benefits, and the Extent the Project has Positive Benefits to Air Quality of the Region.

St. Louis Area

The St. Louis Metro District's prioritization process is somewhat different from MARC's process. For the years 2001, 2002 and 2003 specific funding amounts have been set aside for preservation, and are listed below:

Preservation Category	FY 2002	FY 2003	FY 2004
Pavement	\$22,832,000	\$37,500,000	\$37,500,000
Bridges	\$70,547,000	\$64,719,000	\$44,000,000

Once the above funding targets have been met, remaining projects focused on preservation will go through a three-tier prioritization process and compete with projects in all other categories for the remaining district funding.

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The three tiers in the prioritization process are:

Tier 1 - Engineering Considerations

Projects are evaluated based on quantifiable data at this stage. A total of 100 possible points are awarded in the categories of preservation (35 points comprised of 15 points for pavement, 15 points for bridges, and 5 points for signals), safety (30 points), congestion (25 points), and goods movement (10 points). The total points for each project in this tier are used in the cost effectiveness calculations along with the project's Average Daily Traffic, its route's functional classification, and a usage value based on the two previously mentioned factors. The cost effectiveness calculation uses an annualized cost and does not include life-cycle costs such as operation and maintenance.

Tier 2 - Planning Considerations

Projects are evaluated based on non-technical elements at this stage. These elements include environmental impacts (30 points), regional objectives (25 points), sustainable development (20 points), resource conservation (10 points), funding (10 points), and adoption of modern technology (5 points). A total of 100 points is possible. The points each project receives in this tier will supplement the tier 1 total points and will also be used as a comparison factor.

Tier 3 - Public and Political Support

Projects are given points based on whether they have support from the general public, businesses and political entities. An overview of projects is also conducted in this tier to determine if money is being spent in an equitable manner among the counties in the district. The percentage of funding for the City of St. Louis and each county in the district is compared to the vehicle miles traveled (VMT), lane miles, population and employment in the City of St. Louis and each county. Information from this tier supplements the tier 1 total points and cost effectiveness rating and is used as a comparison factor.

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Program Assumptions

In order for projects listed in this book to proceed as scheduled herein, all of the following conditions must be met:

- ♦ Obtaining state and federal funding at expected levels
- ♦ Meeting environmental requirements
- ♦ Resolving legal matters on a timely basis, especially right-of-way acquisitions and utility relocations
- ♦ Receiving metropolitan planning organization concurrence on projects in Columbia, Joplin, Kansas City, St. Joseph, St. Louis and Springfield

An inflation factor of 3 percent has been applied to each of the second, third, fourth, and fifth years of the program.